GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA

UNSTARRED QUESTION NO:3952
ANSWERED ON:18.04.2002
SAYAJI EXPRESS DERAILMENT
MANIKRAO HODLYA GAVIT

Will the Minister of RAILWAYS be pleased to state:

(a) whether attention of the Government has been drawn to the incident of derailment of Sayaji Express on Surat- Mumbai railway line on February 20,2002;

(b) if so, the number of coaches derailed in this accident and the reasons therefor;

(c) the loss of life and property suffered in this accident; and

(d) the steps taken by the Government to check recurrence of such incident in future ?

Answer

MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINIST RAILWAYS (SHRI O. RAJAGOPAL)

(a) to (d): A statement is attached.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF UNSTARRED QUESTION NO.3952 ASKED BY SHRI MANIKRAO HODLYA GAVIT TO BE ANSWERED IN LOK SABHA ON 18.04.2002 REGARDING SAYAJI EXPRESS DERAILMENT

(a) : Yes, Sir. On 20.02.2002, 9601 Down Bandra Terminus- Gandhidham Sayaji Nagari Express got derailed in Mumbai Division of Western Railway

(b) : In this accident, 10 coaches of the train got derailed. Commissioner of Railway Safety/ Western Circle is enquiring into the cause of this derailment. He has not yet submitted his final report.

(c) : In this accident, 2 passengers lost their lives, 4 passengers were grievously injured and 12 passengers had simple injuries.

(d) : The steps taken to check recurrence of such incidents in future are as under :-

(i) A non − lapsable Special Railway Safety Fund of Rs. 17,000/- crs. has been set up for renewal of over aged assets and for safety enhancement works.

(ii) Fouling Mark to Fouling Mark (FM to FM) track circuiting on entire 'A', 'B', 'C', 'D' and 'D Spl.' routes where speed is more than 75 kmph. have been completed.

(iii) Modification of signaling circuitry has been carried out to minimize chances of human error in causing accidents.

(iv) A pilot project of AWS on trial basis for Tughlakabad − Mathura section of Central Railway has been sanctioned on trial basis.

(v) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance. Also, Track Renewal Trains are being used.

(vi) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(vii) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(viii) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.